

Though the Titanic Had Gone  
Down Several Hours Be-  
fore She Reached the Spot,  
705 Persons Were Picked  
Up---Harrowing Scenes  
on Cunard Pier.

A black and white photograph of three men in suits and hats walking down a set of stairs. The man on the left is holding a cane. The man in the middle is holding a cane and a hat. The man on the right is holding a cane and a hat. In the background, two more people are visible, one holding a large umbrella.

THE TITANIC INVESTIGATIONS HERE AND ABROAD



A large black and white photograph showing a group of men in formal attire, likely investigators and officials, gathered around a table. Several men are wearing numbered circular markers (1 through 6) on their heads or shoulders, indicating their positions or roles in the investigation. The scene appears to be a formal meeting or a press conference. In the bottom center, there is a small inset photograph showing a close-up of a man's face, possibly a key figure in the investigation.

The Senate Titanic Committee in Session. Fourth Officer Boxhall Testifying. 1. Boxhall. 2. Vice-Prec. Franklin of White Star Line. 3. Senator Smith Chairman.) 4. Major Peuchen, a Survivor. 5. Mrs. Peuchen. 6. J. Bruce Ismay.

Mrs. Lucian B. Smith, the bride of a few weeks, who was forced to sit helplessly in a lifeboat while she watched the Titanic carry her husband to his death, was one of the first off the ship. Her father, Congressman Hughes of Virginia, was waiting for her.

Senator  
William Alden  
Smith.

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**Inquiry in London.**

When the feat was accomplished, the risk was taken and the advantage won in deadly serious. It was as though they in it that they were racing with it in some instances it was

Fifteenth Street Inspector and several hundred policemen autos up. It was not that the delay their arrival at the which they had raced. But had been formed which examined Seventh Avenue west to and from Seventeenth Street Eleventh. The autoists were through the breastworks of this

and their passengers made to alight. Then the gates were closed and with only the motorman and conductor aboard, they were sent through to their terminus, there to turn about and start back to Tenth Avenue, where the gates were opened again.

The automobile parking space in front of the piers was marked off with ropes strung from posts some twenty feet apart, and dotted with swinging green traffic lanterns. Three policemen clustered about each post ready to repel any attempted invasion.

Fifteen automobile trucks from a big department store drew up in front of Pier 60 shortly before 9 o'clock. Each was fitted with seats and capable of holding twenty-four persons. There was a stretcher tucked beneath the seats in each truck, and three nurses accompanied them. They carried 200 blankets.

From the same store came four touring cars loaded with the families of E. P. Calderhead and J. R. Flynn of New York, and J. R. McGough of Philadelphia, foreign buyers, who had returned on the Titanic.

As early as 8:30 o'clock more than 500 relatives and friends of the rescued ones aboard the Carpathia had reached the pier. Some 2,000 pier passes had been given out, and by 9 o'clock it seemed that the holder of the last one of these must have arrived. Customs men directed them to take positions under the customs alphabetical guide arrangement, each under the initial of the survivor for whom he or she was waiting.

many stretchers. There were representatives also of the Coroners' Office. Miss Eva Booth and a delegation from the Salvation Army were prepared to furnish clothes and food to any of the survivors who needed them. Miss Booth offered to Immigration Commissioner William Williams, who was on the pier with men of his staff, a home for any of the steerage passengers who might require it temporarily. She planned to send the male passengers to the headquarters in Chatham Square and to have the women escorted to the Women's Hotel in West Fifteenth Street.

Commissioner Williams had a squad of assistants detailed especially to look after the steerage passengers of the Titanic and planned to assemble them on the first floor of the pier where the Immigration men could see that they were properly identified and registered, and could aid them in making a speedy departure. He accepted Miss Booth's offer. Mgr. Lavelle, with ten Sisters of Mercy from various Catholic institutions in New York, was on the pier also.

The throng inside the pier was strangely quiet. Here and there a woman wept silently and steadily while a man tried to comfort her. More persons were continually pushing in beneath the covered pier and more automobiles continually deposited their passengers in front of it. But there was perfect order, though the watchers fairly quivered with expectancy, the tense strain beneath which they labored showing in the faces of men and women alike.

J. Bruce Ismay.

revealed black w The res her deck though n would co in front t The ste 9 o'clock, could not there, and of the w pathia hin the Titar be towed The por the Cun through t most fra the Carph her as a she swun overboard was darki ing of the Carph arose from caught the associated Then t own pier the crow grew to b past, and The Cu near her proached of Pier M pathia ha

Behind her followed a tug on which were photographers and at intervals of only instants there were loud reports followed by bursts of brilliant light as flashlight photographs of the ship were taken. The instant of brilliancy, like

There was almost complete silence on the pier. Doctors and nurses, members of the Women's Relief Committee, City and Government officials, as well as officials of the line, moved nervously about. Seated where they had been